

Experimental Evaluation of Control Policies for Segway Robot in Dynamic Environments

Ian Buckley, Niharika Arora, Varun Murali

26 April 2015

ECE 6552: Nonlinear System Project

Motivation

Motivation

- Navigation is a fundamental objective in mobile robotics

Motivation

- Navigation is a fundamental objective in mobile robotics
- Deliberative path planning suffers from unexpected conditions (i.e. Probabilistic Roadmaps [1])

Motivation

- Navigation is a fundamental objective in mobile robotics
- Deliberative path planning suffers from unexpected conditions (i.e. Probabilistic Roadmaps [1])
- Reactive methods suffer from local minima (i.e. Potential Fields [2])

Motivation

- Navigation is a fundamental objective in mobile robotics
- Deliberative path planning suffers from unexpected conditions (i.e. Probabilistic Roadmaps [1])
- Reactive methods suffer from local minima (i.e. Potential Fields [2])
- A hybrid approach applies the benefits and mitigates the shortcomings of both

Motivation

- Navigation is a fundamental objective in mobile robotics
- Deliberative path planning suffers from unexpected conditions (i.e. Probabilistic Roadmaps [1])
- Reactive methods suffer from local minima (i.e. Potential Fields [2])
- A hybrid approach applies the benefits and mitigates the shortcomings of both
- A nonlinear navigation control protocol can achieve navigational objectives while reacting to unexpected obstacles

System Description

Robotic Platform



Figure 1: Jeeves - A modified Segway based robot mounted with a Primesense, Microsfot Kinect, Roboteye RE05, Hokuyo LTM-30x laser and the UR5. Currently modified to include the casters for static stability

Unicycle Dynamics

$$\begin{pmatrix} \dot{r} \\ \dot{\theta} \end{pmatrix} = \begin{pmatrix} -v \cos(\delta) \\ \frac{v}{r} \sin(\delta) \end{pmatrix} \quad (1)$$

$$\dot{\delta} = \frac{v}{r} \sin(\delta) + \omega \quad (2)$$

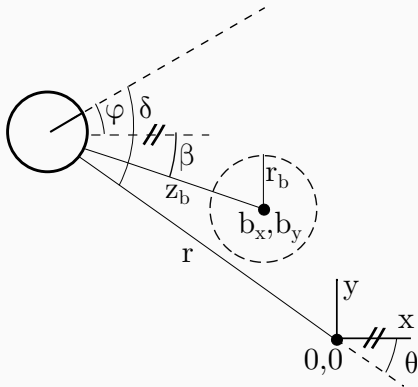


Figure 2: Egocentric Polar Unicycle Dynamics with Obstacle

Approach

Objectives

Soft Constraints

- Navigate to target location
- Drive the state of the robot to zero (e.g. $\dot{x} = (\dot{r}, \dot{\theta}, \dot{\delta})^T \rightarrow 0$)

Hard Constraints

- Avoid obstacles
- The distance to the obstacle must not exceed a minimum distance (e.g. $z_b > z_{safe}$)

System Constraints

- Inputs should not exceed threshold values
- $0 < v < v_{max}$ and $0 < \omega < \omega_{max}$

Approach Overview

A **switched mode** *quadratic programming controller* that **simultaneously** satisfies the soft constraints, hard constraints, and system constraints was designed.

To establish soft constraints as CLFs:

1. Design a steering control that drives the state to zero [3]

To establish soft constraints as CFLs:

1. Design a steering control that drives the state to zero [3]
2. Demonstrate that the steering control satisfies the control Lyapunov function

To establish soft constraints as CFLs:

1. Design a steering control that drives the state to zero [3]
2. Demonstrate that the steering control satisfies the control Lyapunov function
3. Design a second steering control that drives the state *away* from zero

1. Design a steering control that drives the state to zero

$$z_1 = \delta - \arctan(-k_1\theta)$$

Soft Constraints as CLFs

1. Design a steering control that drives the state to zero

$$z_1 = \delta - \arctan(-k_1\theta)$$

$$\dot{z}_1 = \left(1 + \frac{k_1}{1 + (k_1\theta)^2}\right) \frac{v}{r} \sin(z_1 + \arctan(-k_1\theta)) + \omega$$

Soft Constraints as CLFs

1. Design a steering control that drives the state to zero

$$z_1 = \delta - \arctan(-k_1\theta)$$

$$\dot{z}_1 = \left(1 + \frac{k_1}{1 + (k_1\theta)^2}\right) \frac{v}{r} \sin(z_1 + \arctan(-k_1\theta)) + \omega$$

Feedback linearization of this objective by choosing the angular velocity:

$$\omega = -\frac{v}{r} \left[k_2 z_1 + \left(1 + \frac{k_1}{1 + (k_1\theta)^2}\right) \sin(z_1 + \arctan(-k_1\theta)) \right]$$

Soft Constraints as CLFs

1. Design a steering control that drives the state to zero

$$z_1 = \delta - \arctan(-k_1\theta)$$

$$\dot{z}_1 = \left(1 + \frac{k_1}{1 + (k_1\theta)^2}\right) \frac{v}{r} \sin(z_1 + \arctan(-k_1\theta)) + \omega$$

Feedback linearization of this objective by choosing the angular velocity:

$$\omega = -\frac{v}{r} \left[k_2 z_1 + \left(1 + \frac{k_1}{1 + (k_1\theta)^2}\right) \sin(z_1 + \arctan(-k_1\theta)) \right]$$

$$\dot{z}_1 = -k_2 \frac{v}{r} z_1$$

\implies *Stabilization of the steering objective*

2. **Demonstrate that the steering control satisfies the control Lyapunov function**

$$\delta = \arctan(-k_1\theta)$$

2. **Demonstrate that the steering control satisfies the control Lyapunov function**

$$\delta = \arctan(-k_1\theta)$$

$$V = \frac{1}{2}(r^2 + \theta^2)$$

2. Demonstrate that the steering control satisfies the control Lyapunov function

$$\delta = \arctan(-k_1 \theta)$$

$$V = \frac{1}{2}(r^2 + \theta^2)$$

$$\dot{V} = -rv \cos(\delta) + \theta v \sin(\delta)$$

2. Demonstrate that the steering control satisfies the control Lyapunov function

$$\delta = \arctan(-k_1\theta)$$

$$V = \frac{1}{2}(r^2 + \theta^2)$$

$$\dot{V} = -rv \cos(\delta) + \theta v \sin(\delta)$$

$$\dot{V} = -rv \cos(\arctan(-k_1\theta)) + \theta v \sin(\arctan(-k_1\theta))$$

2. Demonstrate that the steering control satisfies the control Lyapunov function

$$\delta = \arctan(-k_1\theta)$$

$$V = \frac{1}{2}(r^2 + \theta^2)$$

$$\dot{V} = -rv \cos(\delta) + \theta v \sin(\delta)$$

$$\dot{V} = -rv \cos(\arctan(-k_1\theta)) + \theta v \sin(\arctan(-k_1\theta))$$

$$\dot{V} < 0$$

\implies *Stabilization of the state to zero*

3. Design a second steering control that drives the state away from zero

$$z_2 = \delta - \arctan(-k_1\beta)$$

3. Design a second steering control that drives the state away from zero

$$z_2 = \delta - \arctan(-k_1\beta)$$

Similar to z_1 ...

3. Design a second steering control that drives the state away from zero

$$z_2 = \delta - \arctan(-k_1\beta)$$

Similar to z_1 ...

$$\dot{z}_2 = -k_2 \frac{v}{r} z_2$$

\implies *Stabilization of the second steering objective*

3. Design a second steering control that drives the state away from zero

$$z_2 = \delta - \arctan(-k_1\beta)$$

Similar to z_1 ...

$$\dot{z}_2 = -k_2 \frac{v}{r} z_2$$

\implies Stabilization of the second steering objective

$$\dot{V} = -rv \cos(\arctan(k_1\beta)) + \theta v \sin(\arctan(-k_1\beta))$$

3. Design a second steering control that drives the state away from zero

$$z_2 = \delta - \arctan(-k_1\beta)$$

Similar to z_1 ...

$$\dot{z}_2 = -k_2 \frac{v}{r} z_2$$

\implies Stabilization of the second steering objective

$$\dot{V} = -rv \cos(\arctan(k_1\beta)) + \theta v \sin(\arctan(-k_1\beta))$$

$$\dot{V} \not\leq 0$$

\implies The second steering control drives the state away from zero

Hard Constraint as ZBF [4],[5],[6]

$$\dot{h}(x) \leq \gamma h(x)$$

Hard Constraint as ZBF [4],[5],[6]

$$\dot{h}(x) \leq \gamma h(x)$$

$$C = x \in \mathbb{R}^3 | z_b \geq z_{safe}$$

$$\partial C = x \in \mathbb{R}^3 | z_b = z_{safe}$$

$$\text{Int}(C) = x \in \mathbb{R}^3 | z_b > z_{safe}$$

Hard Constraint as ZBF [4],[5],[6]

$$\dot{h}(x) \leq \gamma h(x)$$

$$C = x \in \mathbb{R}^3 | z_b \geq z_{safe}$$

$$\partial C = x \in \mathbb{R}^3 | z_b = z_{safe}$$

$$\text{Int}(C) = x \in \mathbb{R}^3 | z_b > z_{safe}$$

$$h(x) = \sqrt{(-v \cos(\theta) - b_x)^2 + (v \sin(\theta) - b_y)^2}$$

Hard Constraint as ZBF [4],[5],[6]

$$\dot{h}(x) \leq \gamma h(x)$$

$$C = x \in \mathbb{R}^3 | z_b \geq z_{safe}$$

$$\partial C = x \in \mathbb{R}^3 | z_b = z_{safe}$$

$$\text{Int}(C) = x \in \mathbb{R}^3 | z_b > z_{safe}$$

$$h(x) = \sqrt{(-v \cos(\theta) - b_x)^2 + (v \sin(\theta) - b_y)^2}$$

$$\dot{h}(x) =$$

Results

Simulation Results

needs octo plots!




needs robots!

Conclusions

References I

-  L. E. Kavraki, P. Svestka, J. C. Latombe, and M. H. Overmars, "Probabilistic roadmaps for path planning in high-dimensional configuration spaces," in *RIEEE Transactions on Robotics and Automation (Volume:12 , Issue: 4)*. IEEE, 1996, pp. 566–580.
-  O. Khatib, "Real-time obstacle avoidance for manipulators and mobile robots," in *Robotics and Automation. Proceedings. 1985 IEEE International Conference on (Volume:2)*. IEEE, 1985, pp. 500–505.
-  J. J. Park and B. Kuipers, "A smooth control law for graceful motion of differential wheeled mobile robots in 2d environment," in *Robotics and Automation (ICRA), 2011 IEEE International Conference on*. IEEE, 2011, pp. 4896–4902.

References II

-  A. D. Ames, J. W. Grizzles, and P. Tabuada, “Control barrier function based quadratic programs with application to adaptive cruise control,” in *53rd IEEE Conference on Decision and Control*. IEEE, 2014, pp. 6271–6278.
-  X. Xu, P. Tabuada, J. W. Grizzle, and A. D. Ames, “Robustness of control barrier functions for safety critical control,” in *Analysis and Design of Hybrid Systems(Volume 48)*, 2015, pp. 54–61.
-  A. D. Ames, K. Galloway, K. Sreenath, and J. W. Grizzle, “Rapidly exponentially stabilizing control lyapunov functions and hybrid zero dynamics,” in *IEEE Transactions on Automatic Control (Volume:59 , Issue: 4)*. IEEE, 2014, pp. 876–891.

Questions?